

THE TRANSFORMER

CONGRATULATIONS TO TRANSPORTATION'S NEWEST LIEUTENANT COLONELS


David C. Bendall

MCA EL, Ft Eustis, VA

Tonja M. Brickhouse (*)

305 Trans, McGuire AFB, NJ

Jeffrey L. Derrick

4 Trans, Seymour Johnson
AFB, NC

William K. Fisher

51 Trans Sq, Osan AB Korea

Bryan P. Glynn

9 AF, Al Kharj AB

John B. Hall, Jr

65 Trans Sq, Lajes Fld, Azores

Jeffrey Hill

AFELM SOCOM, MacDill
AFB, FL

Gary M. Johnson

436 Trans Sq, Dover AFB, DE

Brian D. Jonas

7 Trans Sq, Dyess AFB, TX

Glenn A. Lang

27 Trans Sq, Cannon AFB, NM

Jonas Lineberger

AF/ILSR, Pentagon, Wash DC

Johnny McQueen

AF/ILTT, Pentagon, Wash DC

Richard G. Trembley

55 Trans Sq, Offutt AFB, NE

Donald R. Vandine

AF, Yokota AB, Japan

Gregory V. White

AF/ILTR (Inbound) Pentagon,
Wash DC

Robert M. Q. Yarbrough

USPACOM, Camp Smith

(*) denotes school candidate

TRAFFIC MANAGEMENT

Group Do-It-Yourself (DITY) Move Test

As reported in the January 1998 edition of The Transformer, AETC conducted a 6-month group DITY move test which concluded 30 Apr 98. As we suspected from the beginning, limiting the scope of the test between AETC bases resulted in a small number of participants. Of the five group

moves counseled during the test, only three were completed without complications. Overall feedback gathered from the customer questionnaire was positive and the majority of the members said they would do a group move again.

However, the procedures for computing the incentive payment developed for this test proved to be unfavorable to the members, especially those with a

weight allowance less than 500 pounds. Additionally, the computation of the constructive cost proved to be a challenge for the TMOs when a break point was used.

With this in mind, we recommended to HQ USAF/ILTT that group DITY moves should be allowed but specialized procedures were not necessary. TMOs should be advised there is no prohibition in

the JFTR against members sharing a vehicle for a DITY move. As long as each member provides certified weight tickets for his or her property and uses an authorized vehicle, the move should be processed just as any other individual DITY move. In other words, each member's constructive cost should be computed using the rate for the individual weight moved.

Effective with HQ USAF/ILTT 281610Z Aug 98 message, Air Force members are authorized to perform group DITY moves. Specialized group DITY move procedures will not be directed by Air Force. Each member's constructive cost will be computed using the rate for the individual weight moved. However, as the message emphasizes, each member must be thoroughly counseled to correctly obtain original gross and tare weight tickets for his or her property and to be careful not to claim duplicate expenses. At this time, a formal change to AFI 24-501 is not scheduled to be published.

POC: Ms. Mary Hall
HQ AETC/LGTT
Randolph AFB TX
DSN 487-4776

AMC CAT B RIDERSHIP

Non-use of AMC CAT B flights is a continuing problem within AETC. First, we would like to take this opportunity to congratulate those AETC Traffic Management Offices who made outstanding efforts in

the use of AMC CAT B flights. Great job folks--keep up the good work.

As you know, in Jul 97 HQ USAF/ILT requested MAJCOMs provide monthly reports on usage/non-usage of CAT B flights starting Aug 97. Since then, we closely monitored our progress and trends on AMC usage. AETC continues to face problems with student, TDY, and reservist travel arrangements.

In most cases, student's (pipeline/TDY) graduation dates do not coincide with CAT B flights. Furthermore, pipeline students cannot make a portcall until they have met all criteria to graduate. Therefore, most of their portcalls are made 3 to 10 days prior to departure. By this time, most CAT B flights are booked. Also, holding travelers (particularly TDY members) back 3 to 4 days to travel on CAT B flights is not cost effective and may have a negative mission impact. Reservists, most often, have to travel on their annual tour dates. Usually, travel is required to be on a Saturday to ensure they're available and ready for duty on Monday. In general, AETC problems with AMC Ridership relates to flights being full and the frequency or days of flights not being favorable to support student, TDY, and reservist travel.

We concur with HQ USAF/ILTT that the schedule and availability of AMC airlift must be improved. Currently, Air Staff, USTRANSCOM, and

AMC are working together on improving AMC schedules and we applaud them all for their efforts and continued support on this issue.

AETC's recommended solutions for improvement of AMC CAT B Ridership are to:

- (1) Increase the frequency of flights
- (2) Change originating points of some channels
- (3) Maximize aircraft allowable cabin load (ACL)
- (4) Develop a CAT B routing guide

Data being provided since Aug 97 should help to resolve AMC CAT B Ridership low usage and in termination of the monthly report.

POC: SMSgt Elvin P.
Stevenson
HQ AETC/LGTT
Randolph AFB TX
DSN: 487-4776

Replacement Value Insurance

I just settled a Replacement Value Insurance Claim and I have some lessons learned that I want to share with the world. Hopefully they will serve you well as you try to prepare for your next move or counseling someone on their next move.

First and foremost is the definition of Replacement Value Insurance. It is so important that you start with realistic expectations. I did not. I thought that if the movers broke the item they would pay to replace it at today's (nondepreciated) replacement price. That is only partially true.

The movers will only give you that amount if the item is broken "beyond repair" and, things are not often broken beyond repair. Especially when the person making that call is a repair firm, motivated by getting the opportunity to fix your stuff. Electronics are another issue all together. Most of the time, if you can not show how the movers did physical damage to the item, you will not get paid anything for its repair or replacement. They are looking for a damaged box to prove their responsibility. No matter the item, if it can be repaired, then the insurance will only pay the repair cost. This little difference meant that I only got 33% of what I expected when I filed the initial claim. That was a bit of a let down!

No matter what type of claim you file, the government or the private insurer will pay the lowest repair estimate that they get. I did not know this either and so I let the insurance company send out a repair company of their choice to get the estimate. Had I talked to my neighbors who had used this company in the past, I would have found out they gave low estimates and performed cheap repairs. I would advise you to get the list of repair firms maintained by your claims office and then check on the street to see about their reputations so you don't get low-balled. Among other things, the repair firm that they sent out said that they could fix my solid maple dresser for \$40, which seemed

low to me. I asked another firm to check it out and they said they could not fix it for less than \$400. Again, the insurer, by government regulation (AFI 51-502 Personnel and Government Recovery Claims), can take the lowest repair price! I was stuck with getting the cheap repair (or taking the cash and surrendering my option to reclaim) and could only complain if their work was poor and start the claim argument all over again! Ouch!

Another tip is to make sure that you file all your 1840 and 1840Rs with your claims office as a back up. The insurance adjuster tried to tell me that I did not submit some of my forms on time and initially denied over \$800 in legitimate claims. It was only the fact that the legal office had the forms on file with the submission date that got me that money.

Finally, if you find yourself frustrated can't settle the claim with the carrier, you do have the option of filing through the claims office. That is frustrating too because they make you fill out all their forms after you have already filled out the adjustment company's forms and been through a few rounds of battle with them, but it is an option. The claims office at Robins was able to give me some fantastic advice that helped me finally settle with the adjusters.

Those are some hints based on my experience with replacement value insurance. Best of luck on your next move. Author's Note: Please insure all your

TMO troops read this so they are aware of what they are offering the members when they come in to set up a move.

POC: Major Rob Letoumeau
DSN: 468-3831

Supply/Transportation Re-engineering Open House

On 1-2 September, Shaw AFB hosted a 2-day conference to present the re-engineering efforts that have been taking place for the last year within the 20th Transportation and Supply Squadrons. One year ago, HQ ACC gave Shaw AFB the go ahead to determine if like processes between transportation and supply could be merged. "It wasn't always easy, but the results have been spectacular. We are getting more done with less resources," said Lt. Steve Ventura of the 20th Supply Squadron. HQ ACC has now mandated that all ACC bases implement this re-engineered process by 1 October 1998. The Open House was an invitation to the entire Air Force community of transportation and supply personnel to see how Shaw accomplished the re-engineering effort.

The Open House kicked off with remarks by Col. Steve Graham, Commander 20th Logistics Group. The first day was dedicated to slide shows and the dissemination of information and materials to help other bases learn from Shaw's test period. Additionally, a representative

from each base in attendance was given a CD-ROM with Shaw's implementation plan and a copy of all slide shows used in the Open House. The second day of the Open House was consumed with tours of the re-engineered facilities and opportunities to discuss the changes with the individuals actually involved in the process. Many attendees were initially skeptical, but were quickly won over by the enthusiasm and professionalism of the briefers and team members.

Over 80 people attended the Open House, representing 25 bases and four MAJCOMs. "We were receiving an enormous number of inquiries, both about the test results and direct questions on how we were making our re-engineering demonstration work here at Shaw. Hopefully, this Open House will allow the involved personnel to see what we've done and learn from our successes and mistakes," said SMSgt Smith, 20th Transportation Squadron, Vehicle Operations Superintendent.

Questions concerning the re-engineering effort or the Open House in general may be directed to Capt. Phil Schweizer, 20th Transportation Squadron, DSN 965-5052 or Lt Steve Ventura, 20th Supply Squadron, DSN 965-9431. Additional information concerning the implementation plan and the merger can be viewed at <http://wwwmil.shaw.af.mil/20fw/20log/20sups.html>.

POC: Capt Phil Schweizer
20th Transportation Sq.
Shaw AFB SC
DSN: 965-5052

USAF Water Port Liaison Office (WPLO) Update

Because of the BRAC closure of MOT Bayonne, the WPLO Bayonne will move to McGuire AFB NJ mid-October 1998. The office name and location was changed to:

Shipper Service Liaison Office
C/O 305APS/TRXL, Bldg 1702
McGuire AFB NJ 08641
DSN 440-3434 Fax 4517
CML 609-724-3434 Fax 4517
E-Mail: Not available at this time.

POC: Ms. Eileen Clark
USAF WPLO
MOT, Bayonne NJ
DSN: 247-6373

AERIAL PORT OPERATIONS

FY99 GSA City Pair Contract Awarded

Each year, GSA awards a city pair airline contract for government travelers on official business. The contracts are awarded competitively based on the best overall value to the government. The best-value decision is based on considerations of the type (nonstop vice connect), distribution, number of flights, average flight times, and offered price. On 27 Jul 98, GSA awarded the 1999 city pair contracts to 14 carriers. There were a total of 5,482 markets, 4,895 domestic and 587 international. Ninety-nine

percent of the nonstop service offered was awarded to 1,571 markets (28 more than last year's). As a result of the contract, the government will save approximately \$2.5 billion per year. These fares are effective 1 Oct 98 through 30 Sep 99. This year, DOD personnel will not be required to fly on the few remaining international "smoking" flights.

POC: Mr. Randy Saunders
HQ AMC/DO
Scott AFB IL
DSN 576-5758

World Wide Express

One of the basic tenants of good management is efficient use of resources. This could mean using experts to augment existing capabilities to provide the best service to customers. This idea spawned the genesis of Air Mobility Command's World Wide Express international delivery system. WWX will allow customers to get what they need, when they need it, door-to-door, world wide, at the best value. The service will be available for use October 1, 1998. To ensure universal customer satisfaction and facilitate command and control, use of WWX is mandatory for all DoD agencies.

AMC, the Air Force organization responsible for the global air transport of defense-related cargo, responded to customers' requests for a better managed delivery system by contracting with the experts in small package delivery. WWX

provides contract services by Federal Express, United Parcel Service, and DHL to give customers time-definite, door-to-door, trackable delivery for high priority documents and packages weighing up to 150 pounds.

What does this mean to you? You're deployed overseas and a mission-essential piece of equipment breaks. You need a part and you need it soon. With this standardized system in place, you call your supplier and they call their World Wide Express contact. The part is picked up by the carrier personnel, entered into the Global Transportation Network for tracking purposes, and arrives in your hands when you need it--mission accomplished.

WWX contracts were awarded on a "best value" assessment of on-time performance, delivery schedule, country/city coverage, weight limitations, past performance, and price. These carriers already have reliability-proven systems in place. They are also members of the Civil Reserve Air Fleet--civilian carriers under contract to provide possible wartime service.

AMC will continue to provide its historically exceptional service in delivering outsized, hazardous, or lower priority items.

"This system isn't going to replace channel missions, it is just another tool available to provide our customers with the best shipping options," said Col

Ken Byrd, Chief, Aerial Port Operations Division.

Use of established express package carriers will mean enforceable reliability and cost-effective service. Total savings to customers will be between \$40-60 million annually. For more information on WWX see our website at <http://public.Scott.af.mil/hqamc/wwx/wwx.htm>.

POC: Maj Jennifer C. Stebbins
HQ AMC/DON
Scott AFB IL
DSN: 576-2543

OTHER ITEMS OF INTEREST

FY 99 Retraining Update

We will enter Phase II of the FY99 Retraining Program in the middle of October. Once we enter Phase II of the program, those vulnerable will be identified and prioritized by eligibility and MAJCOM. This information will be available on the AFPC home page www.afpc.af.mil, under the heading of Enlistment Benefits/Retraining/SRB. For additional information on the FY99 Retraining Program, contact your local MPF.

To date we have only 3 volunteers to fill the 18 2T370 Retraining Out requirements. If you are contemplating retraining, do it before Phase II, to give you a better selection of AFSCs to retrain into.

Retraining into AFSC 2T3X7 is going well, we have 21 personnel retraining in to fill the quota of 76. We are not

allowing anymore lateral (2T3) retrainees to apply, due to the 5 level manning in the other vehicle maintenance career fields. If you know of any Materiel Controllers that are interested in retraining into MC&A, tell them to head on down to the MPF....

POC: SMSgt Tim A. Mesecher
HQ AFPC/DPAAD1
Randolph AFB TX
DSN: 487-4008/3751/5205
mesechet@hq.afpc.af.mil

Applying For Overseas

When applying for an overseas tour, the following two criterias are the most important to remember: 1) the correct assignment preference code is updated in the system, and 2) you have or can get the retainability for the assignment, if selected. We consistently receive phone calls from members who ask, "Why did my co-worker/friend get selected for an assignment when I have more time-on-station than they do?" Upon reviewing the member's records, we usually find that although the caller had more time-on-station than the person selected, the caller either 1) updated the incorrect assignment preference code in the system, or 2) applied for an assignment as an "EXTENDED" long tour volunteer.

Being a volunteer for an extended long tour normally means serving 4 years at the overseas location and makes you more eligible than a normal

standard long tour volunteer in the overseas assignment selection process. The common mistake many members make is that they are only able to obtain retainability for the standard tour length, which is three years. If a member can not obtain the required amount of retainability required for the length of the tour because of being high year of tenure (HYT) restricted, the computer will by-pass the member and select the next most eligible volunteer.

Again, a major key to enhancing your selection as a volunteer for an overseas assignment is to 1) ensure the proper assignment preference codes are updated in the system, and 2) ensure that you only volunteer as an "EXTENDED" long volunteer for an overseas assignment that you are eligible to obtain retainability for. Remember, the majority of assignment selections are "computerized." Therefore, accurate information in the system is a must. Please visit your local Military Personnel Flight for further questions on updating of preference sheets and assignment eligibility.

POC: TSgt Rob Mararac
HQ AFPC/DPAAD1
Randolph AFB TX
DSN: 487-4008/3751/5205

VEHICLE MAINTENANCE

Support Of Operation Keiko Lift

We at 43d Transportation Squadron, Pope AFB NC, are very proud to be a part of

history. Recently, we were tasked to support "Operation Keiko Lift," the movement of the famous killer whale from the Free Willy movies to Westman Island, Iceland. We sent the new state-of-the-art South West Mobile, 60K loader to perform the task, along with a fully qualified and trained mechanic. Staff Sergeant Ronnie J. Sturgill, maintained the vehicle in 100 percent mission capable status.

The whole operation went very smoothly. The 60K performed beautifully, there were no complications or delays due to vehicle malfunctions. "It's a unique mission and proves the Air Force does other things in addition to protecting the country," said Sergeant Sturgill. The 43d Airlift Wing has a proud heritage of deploying at a moments notice, anytime, any where, and the opportunity to perform this type of humanitarian mission goes to prove that "We put the air in Airborne!"

POC: MSgt Kenneth Harding
43 TRANS/LGTMS
Pope AFB NC
DSN: 424-7298

Are you getting all of your stopping power?

Information contained in an April 98 *Motor Trend* "Car Care" article really got me thinking. Regular Brake fluid flushing? Never heard of it, unless of course repairs were made to the brake system or installing new components, the

system is bled and we go on about our happy day. But the reality is, you can replace pads and shoes on most cars without breaking open a brake line! How do you know the brake fluid in a vehicle is performing well? (Things that make you go "hummm!")

The article further recommends regular flushing of the brake system, as conventional glycol-based brake fluid is hygroscopic (ability to absorb moisture). It is important to keep the brake system free of any condensation to keep it working properly, and keep the boiling point high enough to withstand heavy braking applications.

When the fluid has been saturated to hold all the moisture it can contain, the possibility of corrosion within the system can happen, and the boiling point of the fluid is reduced. This causes reduced braking performance in the form of ineffective and spongy brakes. It will take you longer to stop your vehicle!

New fluid has a transparent amber color and has a boiling point of around 400 degrees Fahrenheit. As it absorbs moisture it begins to cloud and change color. This is a clear sign moisture is being suspended in your brake fluid.

As I went around on the ready line (where vehicles are finished with maintenance and are ready for customer pick-up), I took note of the color of the brake fluid in the different vehicle master cylinders. Indeed, there

were varying shades of fluid color. How do I know what the boiling point is? Can I be assured the fluid will perform satisfactorily with heavy braking?

Designated conventional DOT 3 and DOT 4 brake fluids differ mainly by their boiling points. You can put DOT 4 fluid in a system designed for DOT 3 but CANNOT put DOT 3 fluid in a DOT 4 system. **IMPORTANT NOTE:** DOT 5 is silicone based fluid and isn't compatible with glycol based systems and never used in DOT 3 or 4 designed systems.

Whenever you add brake fluid to a system, it should come from a fresh, sealed container. A hole punctured in a can will allow the fluid to absorb moisture.

Maintenance schedules do sometimes point out that fluid should be flushed every two years or 30,000 miles. If you live in a humid climate (East coast or England?) it's best to flush them every year. Better yet for us maintainer types, they give an address of a company that produces a machine to test the boiling point of your brake fluid. Managers may be interested in performing this check during scheduled maintenance's versus "automatic" flushing as this is an additional hazardous waste stream to contend with. The cost for the device is about \$370 and can be purchased from Phoenix Systems, Dept. MT, 3555 E. 42nd Stravenue, Tucson AZ 85713, Phone: (888)-749-7977.

What kind of checks do you do at scheduled maintenance times for brake fluid? It may be worth investigating. We've had the machine here for a couple of months and actually had three vehicles fail the recommended boiling point!

We've decided with results like this, it warrants a separate line item on all our scheduled maintenance checks.

POC: MSgt Scott R. Urfer
424 ABS/LGT
Unit 4820
APO AE 09456
DSN 247-4258

AFSC CONVERSION

AFSC 2T3X7, Maintenance Control and Analysis

The conversion of our 2T3X7 AFS to an accession AFS is required due to shrinking pools of eligible personnel for voluntary lateral retraining, and serious concerns regarding mandatory retraining of mechanics into MC&A at a time when career fields are undermanned and retention rates are on a gradual, continuous, decline. The following course of action was developed by HQ USAF/ILTV, with MAJCOM coordination, to ensure future Maintenance Control and Analysis (MC&A) accession personnel have the appropriate skills to perform in their Air Force Specialty Code (AFSC):

a. Discontinue lateral retraining of automotive mechanics and implement a program to bring new accessions into the 2T3X7

career field. This new program will be implemented with the 30 Apr 99 release of AFMAN 36-2108, Airman Classification. It is critical we wait until next year to allow sufficient time for alternative MC&A course development, and accreditation by the Community College of the Air Force (CCAF).

b. Det 1, 345 Training Squadron will develop strawman training curriculum for three-level students to include an overview of vehicle maintenance. The common core-training requirement will be eliminated. The revised basic MC&A course should stress interaction of vehicle maintenance duty sections and the relationship of each duty section to maintenance control and analysis. Expanded curriculum to include training on tasks commonly performed by three-level personnel as identified in the career field Occupational Survey Report (OSR) scheduled for release in May 1999.

c. Det 1, 345 Training Squadron will review current seven skill level training and develop an MC&A specific seven skill level course. This course must focus on analysis skills and other tasks as identified in the OSR, while retaining the current course length.

d. The Community College of the Air Force will review the degree program for AFSC 2T3X7 and make recommendations concerning enrolling future MC&A

personnel in a "Production Control" degree program, as in years past, or develop a new degree program reflecting amended training requirements.

Actions in paragraphs b and c above will be validated during the Utilization and Training Workshop (U&TW) scheduled in September 1998.

POC: SMSgt Meador
HQ ACC/LGTVM
Langley AFB VA
DSN 574-2083

COMBAT READINESS

USAFE AMOCC Customer Liaison Program

With the number of deployments facing each unit in the Air Force today, the USAFE Air Mobility Operations Control Center (AMOCC) has devised a way to aid units in the planning, deployment and redeployment phase of their operations. The AMOCC is a field-operating agency of the Headquarters USAFE Director of Operations. It is a single, focused team for integrating theater and strategic operations to efficiently and effectively accomplish USAFE's theater air mobility mission and ensure seamless global mobility with Air Mobility Command. The USAFE AMOCC is made up of three divisions: Plans and Operations, Execution and Logistics. The Logistics Division of the AMOCC has assigned customer liaison representatives to units in USAFE to provide assistance before and during the duration of their deployment. There are

three primary customer liaisons assigned to geographic locations throughout Europe. One customer liaison covers 16 Air Force units and their subordinates, another covers 3rd Air Force and all subordinates units excluding all USAFE-based German, Norwegian, and the Netherlands units, and the last customer representative covers all Air Force USAFE-based German, Norwegian, and the Netherlands units.

The idea behind the customer liaison program is to provide a single face for theater air mobility users to turn to when questions arise concerning logistics issues. We have asked our USAFE customers to contact us immediately if problems or questions arise with their deployment. The customer representatives have been charged with the responsibility to be the air mobility expert for USAFE units. Essentially, when a USAFE unit has a question about air mobility, we can find the answer to their question or concern and call them back with the information. By doing this, the customer only has to make one call and can go back to focusing their attention on their home station duties of getting ready to "get to the fight." We also can flight follow once a unit deploys to ensure all problems are addressed immediately to the Tanker Airlift Control Center, the AMOCC's partner in air mobility.

We have had outstanding results from the program already in the initiative's 6-month

existence. For example, there have been several situations in which a unit has lost their redeployment aircraft due to a higher priority mission. By the AMOCC providing personal attention to its units, we have been able to search the airlift system to find aircraft depositioning back to the states, having down time between mission legs or missions fulfilling lower priorities to get the stranded units back to their home station. Also, with our customer representatives watching over each units' busy deployment schedule, tens of thousands of dollars have been saved by ensuring they submit their airlift movement requests within the required 30 day window to receive a 10 percent discount on the overall cost of the mission. With the personal attention paid to our units, we have saved them money and also cut the amount of time the personnel would have been away from their families and units.

In addition to the customer liaison program, the Logistics Division offers a wide variety of services to its customer from answering questions regarding Operational Support Airlift, to answering questions regarding USAFE's Mobile Aerial Port Element and their employment. We also have the capability to provide technical expertise to ensure a unit's Special Assignment Airlift Mission requests are in the proper format and contain the proper information before being

transmitted to United States Transportation Command, if strategic airlift is required. Although the above examples are a few of the opportunities for the AMOCC to provide assistance, we are here to provide any logistics support our customers may need.

POC: Capt Dale Reed
HQ USAFE/LGTT
Ramstein AB GE
DSN: 480-7146
clifton.reed@ramstein.af.mil.

Unit Compliance Inspections

We know most of you are wondering what a Unit Compliance Inspection (UCI) is. The objective of a UCI is to validate unit compliance with applicable regulations and higher headquarters' directives using the Compliance and Standardization Requirements Lists (C&SRLs) as a guide. It's quite natural to be apprehensive, however, if you are meeting the requirements published in current guidance documents, you will do just fine.

UCIs are designed to assess a unit's adherence to Critical Compliance Objectives as identified in the C&SRLs, while minimizing impact on unit missions and operational tempo. The inspection will be conducted as quickly and efficiently as possible with the least amount of inspectors. Units should not expend manpower or funds for unnecessary preparations for a UCI. We want to get away from the "painting rocks" syndrome,

which has little value added for the evaluation. Rather, ensure measures are in place for compliance with MAJCOM/HHQ policy and guidance.

Members of the Air Combat Command Inspector General Team and staff directorates are diligently working to bring the ACC unit compliance inspections on line. During 1998, the ACC IG will conduct compliance inspections at three main bases and three specialized units, consisting of Red Horse, Combat Communication, and Air Control Squadrons. These initial inspections will help identify required changes in the C&SRLs and inspire criteria refinement prior to full implementation.

The C&SRLs (ACCD 90-2353-LGTM & ACCD 90-2352-LGTO) are broken down into three categories:

(1) **CRITICAL COMPLIANCE OBJECTIVE** (CCOs)-Items to be inspected /validated by Higher Headquarters. These items could result in adverse mission impact and are identified by bold upper case letters.

(2) **CORE COMPLIANCE ITEMS** (CCIs)-Items that require special vigilance and are identified by upper case letters.

(3) **GENERAL COMPLIANCE ITEMS** (GCIs)-Items that are fundamental to the subject and are identified by lower case letters.

The transportation CCOs are broad in nature, while the CCIs

and GCIs are more specific and support the CCOs. Basically, your particular C&SRLs are like a checklist and were designed to meet your needs in the field. So far we have inspected (test cases) Langley, Beale and Ellsworth AFBs. We can't stress enough to call these units prior to our visit.

We will inspect/validate 100% of CCOs and categorize them as "Complies", "Complies With Comments", or "Does Not Comply."

(1) "Complies" equates to being in compliance with applicable guidance, few if any discrepancies with no crosstell value or the item could be a best practice with crosstell value.

(2) "Complies With Comments" equates to an area meeting the "intent" of regulations but has "areas for improvement" (AFIs) with crosstell value.

(3) "Does Not Comply" equates to a finding-injury, loss of life, excessive cost, litigation, or adverse mission impact with crosstell value.

Remember, if you have any inputs or feedback to make your C&SRL a better working document, please give us or the functional staff POC a call, especially during the test case period.

Undoubtedly, as we become experienced in conducting this new inspection we will coordinate changes with HQ ACC functional staff directorates. We will continue to communicate lessons learned through this forum and

appreciate any constructive feedback. In the meantime, we need your valuable inputs. IG POCs are Capt Ray Lopez, SMSgt Perry McCoy, and MSgt William Dawson at DSN: 574-8741/42/43, COMM: (757) 764-8741/42/43.

POC: Capt Ray Lopez
ACC/LGTR
Langley AFB VA
DSN: 574-8741/42/43

**AIR FORCE
MANAGEMENT &
EQUIPMENT
EVALUATION PROGRAM
(MEEP)**

Try-Before-You-Buy

Wouldn't it be a great deal for consumers if they could take home a product - a car, washing machine, lawn mower, or whatever - use it for a certain period of time, but buying it only after being sure it was what they wanted? Well, that is basically what the Air Force Management and Equipment Evaluation Program, or MEEP, does.

This unique "try-before-you-buy" program allows the Air Force to test, at no cost to the government, state-of-the-art commercial products in the field or shop where the items would normally be used. Manufacturers "lend" their products to the MEEP management office (MEEPMO) for an evaluation period that may last anywhere from 6 months to 2 years.

Selection of the products is made by representatives of THE

MEEP Management Office (MEEPMO) at Eglin AFB, Florida; the ACC and AETC Field MEEP Activities at Langley AFB VA and Randolph AFB TX; and the Air Force Civil Engineering Support Agency at Tyndall AFB FL.

Representatives from these organizations look for new products at industrial trade shows, in manufacturers' brochures and in trade magazines. But bases, major commands, and manufacturers or their representatives may also submit candidates for evaluation. Program managers are looking for anything that has the potential to enhance day-to-day operations.

Although the program focuses mainly on products related to transportation and civil engineering activities, interest is increasing on items that address environmental issues at the base level. MEEP averages 30 active projects that are environmentally related.

Products selected for the program are tracked by their respective major commands to ensure that the items are fully used and tested during the evaluation period. The data collected are then used in a post-test analysis to determine if the Air Force could benefit from using the item. All information is shared with other federal agencies.

Testing products for potential use before spending scarce Air Force dollars helps assure that the item being bought represents the right product for the job. If

a product is superior to something already in the inventory, then the new item is usually selected to replace the less advantageous item. That way MEEP procedures help cut through red tape in the procurement process. Unfortunately, however, government procurement procedures do not always allow receiving the tested item. Too often a similar, inferior item is substituted due to lower cost. On the positive side, in recent months MEEPMO has been able to open constructive dialog with the functions that control those procedures to enable potential users to obtain the better product by specifically requesting it and referring to the MEEP test as justification.

NOTICE

For more data about a project - or product - please contact the MEEP Management Office, or a MAJCOM Activity office, listed below. Requests from Air Force units to have a product tested must be sent through the applicable MAJCOM counterpart directorate, or HQ USAF/ILTV. Other government agencies should send it directly to MEEPMO.

Program Acting Executive Agent

HQ USAF/ILTV
1030 Air Force Pentagon
Washington DC 20330-1030
DSN: 227-3374; Comm: (703) 697-3374
E-Mail: wileyr or
sternt@af.pentagon.mil

OL-ZC AFMC-LSO/LOTM
Air Force MEEP Management
Office (MEEPMO)
201 Biscayne Avenue, Ste 2
Eglin AFB FL 32542-5303
DSN: 872-4217, Ext
226/230/235; Comm: (850)
882-; FAX: 872-3537/8557
E-Mail: detweile or hendrixj or
walkerm@eglin.af.mil

HQ AETC Field MEEP Activity
HQ AETC/LGTVE
555 E Street East, Ste 5
Randolph AFB TX 78150-4440
DSN: 487-6875/3491; Coml:
(512) 652-; Fax: 487-3463
E-Mail: donald.walker or
robert.barclay or joe.rodriquez
@randolph.af.mil

HQ ACC Field MEEP Activity

1 TRNS/LGTP
52 Willow Street, Ste 236
Langley AFB VA 23665-2081
DSN: 574-4408/4410
Coml: (757) 764-; Fax:
574-4415
E-Mail: buckley.hollyfield or
charles.batchelor or russell.craig
or
melvin.gendron@langley.af.mil

HQ PACAF Field MEEP
Activity
611 ASG/LGT
5800 G Street, Ste 203
Elmendorf AFB AK 9506-5001
DSN: 317-552-5472;
Commercial: (907) 552-; Fax:
317-552-2051
E-Mail:
kilbourd@hqpacaf.af.mil



PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

**THE TRANSFORMER
PROGRAM MANAGER**

JPPSO-SAT/XO:

Mr. Al August

DSN PHONE: 954-4227

Toll Free: 800-599-7709, ext 4227

DSN FAX: 954-4293

Commercial FAX: (210) 321-4293

aaugust@jppsosatl.randolph.af.mil

transformer@jppsosatl.randolph.af.mil

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Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate has to be an action that has had some results, positive or negative.

Articles may be submitted by...

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All articles must be submitted

through your MAJCOM POC, listed on this page.

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MAJCOM POCs

ACC/LGT: Capt Craig Mays

HQ ACC/LGTR

DSN PHONE: 574-3257/3419

DSN FAX: 574-4414

craig.mays@langley.af.mil

AETC/LGT: CMSgt Stephen Wathen

HQ AETC/LGTR

DSN PHONE: 487-3606

DSN FAX: 487-6827

stephen.wathen@lg.aetcl.af.mil

AFMC/LGT: Capt Mark

Luttschwager

HQ AFMC/LGTR

DSN PHONE: 787-7554

DSN FAX: 787-3371

luttscm@wpgate1.wpafb.af.mil

AMC/LGT: MSgt Thomas E. Dillon

HQ AMC/LGTR

DSN PHONE: 576-3147

DSN FAX: 576-1878

dillont@hqamclg.safb.af.mil

AMC/DO: MSgt Paul Hanson

HQ AMC/DOZ

DSN PHONE: 576-2951

DSN FAX: 576-6468

hansonpl@hqamc.safb.af.mil

AFSOC/LGT: MSgt Laita Snapp

HQ AFSOC/LGTV

DSN PHONE: 579-2516

DSN FAX: 579-5063

snappl@hurlburt.af.mil

AFSPC/LGT: SMSgt Rick Davis

HQ AFSPC/LGTV

DSN PHONE: 692-3173

DSN FAX: 692-9952

ridavis@spacecom.af.mil

PACAF/LGT: MSgt Linda Bonney

HQ PACAF/LGTV

DSN PHONE: 449-6303

DSN FAX: 449-5709

bonneyl@hqpacaf.af.mil

USAFE/LGT: MSgt Swezey

HQ USAFE/LGTT

DSN PHONE: 480-6321/6327/7368

DSN FAX: 480-6320

swezey@ramstein.af.mil or

AFRC/DO: MSgt Tom Johnson

HQ AFRC/DONR

DSN PHONE: 497-1715

DSN FAX: 497-0404

thomas.johnson@AFRC.AF.MIL

AFRC/LGT: Mr. Mark Foxworthy

HQ AFRC/LGT

DSN PHONE: 497-1697

DSN FAX: 497-0733

Mark.Foxworthy@afrc.af.mil

ANG/LGT: Capt Casey Scharven

ANGRC/LGTR

DSN PHONE: 278-8725

DSN FAX: 278-8481

scharvenc@ang.af.mil